

## BUS AS A FACTOR IN CITY TRANSPORTATION

Motor Bus, Outgrowth of jitney, Is Growing in Importance in Passenger Service.

### A LOGICAL CARRIER AGENCY

Increase in Cost of Electric Car Service Makes Great Demand for Use of Motors.

The motor bus, the outgrowth of the American "jitney" with the adoption of certain principles of the English omnibus, is growing in importance as a public carrier. Its services are inter as well as intra-urban. The responsibility and lack of business methods of the pioneer "jitney" operators has given way to the careful and efficient conducted operation of the motor bus of today. The latter is an outgrowth from the "jitney" of 18 years ago, as the railroad of today is from the railroad of 30 years ago. No longer is there ignorant rate cutting, inferior equipment and reckless operation. These features in recent times have been in a large measure completely reversed.

Every new transportation agency sooner or later meets antagonism from the older transportation agencies. When the subway was first proposed it was argued that it would so materially decrease the number of passengers using existing public carriers as to make their operation unprofitable. This argument has long since been disproved. Now, that the same argument has been advanced against the motor bus, Motor bus lines are not direct competitors of a city's public carriers. The motor bus differs in no many respects from the elevated train, the subway and the surface car that with its advantages, it has come to stay.

What type of carrier could secure a franchise to operate on such thoroughfares as Fifth avenue, Riverside Drive, Seventh avenue or Fifty-seventh street of New York city? Certainly not an electric surface car for it would mean laying tracks, a nuisance that would not be tolerated. The motor bus permits hundreds of thousands of persons to utilize these streets both for business and pleasure where formerly they could not, except possibly at considerable inconvenience or cost. These thoroughfares which only a few years ago were almost exclusively by those who could afford a private or hired conveyance, are now, through the medium of the motor bus, conveniently and inexpensively available to everyone in the city. The motor bus functions as efficiently as the surface car, at the same time eliminating the necessity of tracks and noise attendant to surface car operation.

When a car or train develops a mechanical difficulty which prevents its further progress, all the succeeding cars or trains are delayed until the disabled car is repaired or removed. Not so with the motor bus—a breakdown only ties up the one bus. Succeeding buses merely pass around the disabled bus and the schedule suffers but little.

Surface cars, elevated trains and subway trains are immobile. When tracks, upon which these carriers run, are laid they become permanent fixtures. Laying tracks is not only expensive but keeps thoroughfares in an impassable condition for some time. The track once laid cannot be shifted to meet changing conditions. Lines that are unprofitable through lack of patronage must, if they are discontinued, either leave a total loss or must go to the expense of taking them up and restoring the thoroughfare to its former condition. The motor bus is mobile. If something should occur which shuts traffic off from one or more blocks of its customary itinerary, the motor bus does not suffer from the blockade, it merely changes its normal course. If after a bus route is put into operation, the operators find the line unprofitable, they can select another route, transfer their equipment and begin operation within a very short time. No essential and expensive equipment is lost and persons living on the abandoned street or route are not inconvenienced by disfigured or impassable streets.

### BRITISH CLERGYMEN ARE THREATENING TO STRIKE

LONDON, Oct. 11.—England, having survived strike after strike, has now to face disaster from another quarter. The clergy are threatening to "go out".

They are agitating for a "trade" union of their own and are determined to get it. If they don't—the unthinkable will happen.

A coal miner earns more in a week than some clergymen earn in a month. It is proposed that all living should be pooled and that unbenefited clergy should have a minimum wage of \$1,200 yearly.

### ARMED PROTECTION FOR OIL WORKERS PLEDGED

TAMPECO, Oct. 11.—Representatives of the principal oil companies in this district and various federal military chiefs met here the other day to discuss plans for better protection of petroleum properties and lives of employees. The meeting was presided over by Gen. Francisco Murguía, chief of military operations in the region, and he said to have resulted in an amicable agreement calling for a prosecution of bandits.

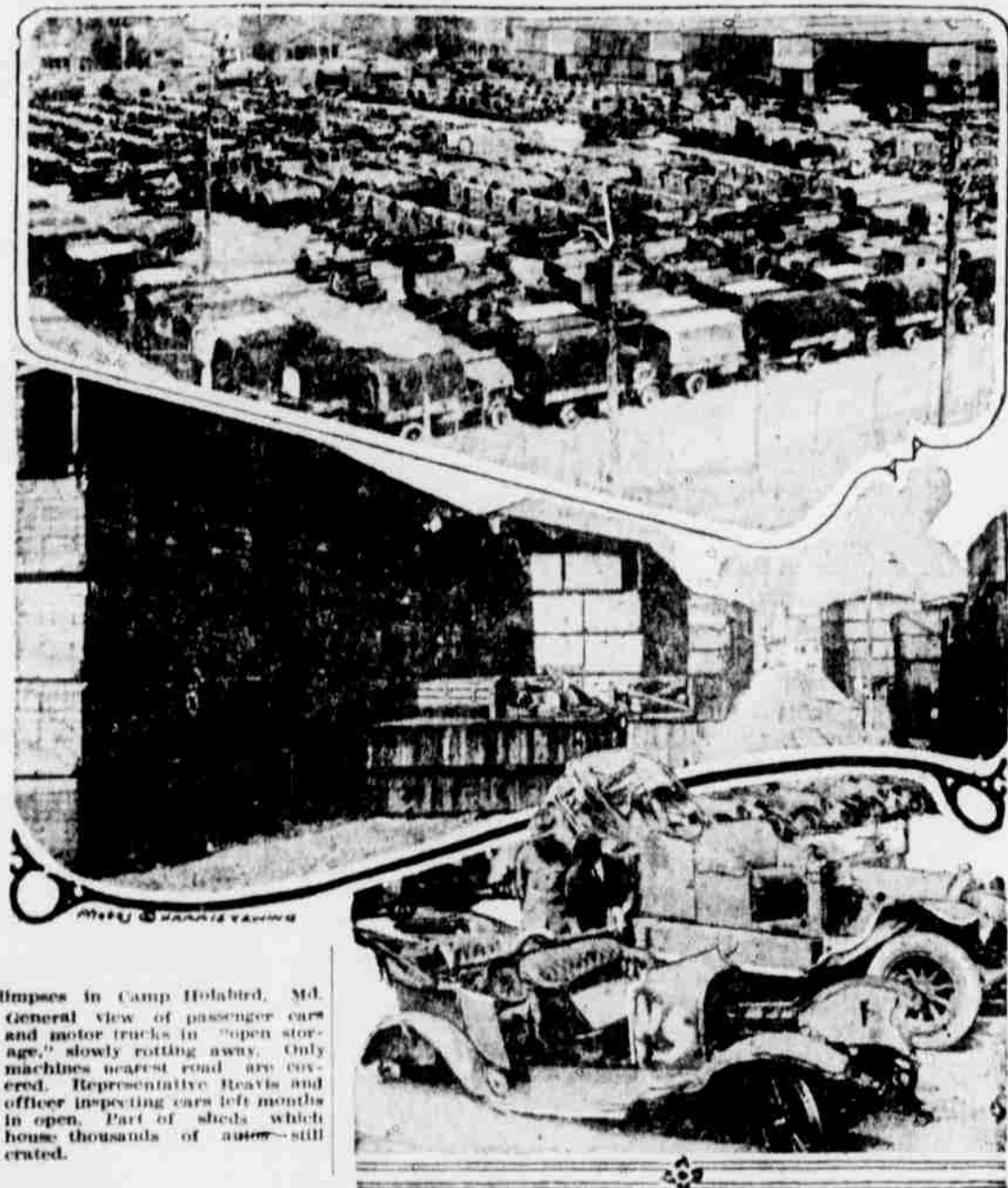
### SAYS JAPAN IS A MENACE TO BRITISH BUSINESS

LONDON, Oct. 11.—Japan is as great a menace to British business as Germany, in the opinion of Geoffrey Chubb, secretary of the national union of manufacturers. "We are in for fierce competition in all sorts of directions," he declares, "not only from the Germans but elsewhere."

"The Japanese are forging ahead wonderfully, and we shall have to meet them. They know how to organize."

**Fined for Profitteering.**  
LONDON, Oct. 11.—For selling bacon at 30 cents a pound more than the maximum controlled price, Thos. Evans was fined \$100. Percy Carter, a baker, was fined \$150 for offering for sale under-weight bread.

## Thousands of Motor Trucks Bought by Government After Armistice Was Signed Rusting Away in the Open



Glimpses in Camp Holabird, Md.

General view of passenger cars and motor trucks in "open storage," slowly rotting away. Only machines nearest road are covered. Representative Reavis and officer inspecting cars left months in open. Part of sheds which house thousands of autos—still crated.

That the United States army quartermaster's department accepted delivery of \$125,180,000 worth of autos of many kinds after the signing of the armistice although there was a

large surplus when fighting ceased, is one of the charges made by Representative C. P. Reavis. He is chairman of the house subcommittee which is investigating the ex-

penditures in the quartermaster's department. He also charges that the department accepted deliveries as late as last May. It has left 17,000 machines in "open storage" for months, he says.

pany of Oklahoma, local distributors for Service trucks, will have, in his belief, the most modern and complete system for handling parts in use today.

Mr. Baldwin is spending two weeks here to accomplish this end, and will take back to the factory with him a blanket order for all parts lacking at this time. With its com-

plete stock of parts this company could assemble two to three trucks complete with the exception of the frames should the necessity arise.

An Indiana inventor has brought out automobile goggles which use the glass and are open directly in front of the eyes, yet afford protection against wind.

## BOLSHEVIK ADVANCE CAUSES SUFFERING

Motley Crowd of Soldiers and Farmers Apt Fleeing Eastward at Omsk.

OMSK, Aug. 15, via Vladivostok, Sept. 5.—(By mail.)—Almost unbearable suffering, illness and great loss of life has attended the hurried evacuation of vast territory west of Omsk, owing to the recent advance of the bolshevik armies. Refugees from the territory menaced by the bolshevik invasion were herded into box cars with the wounded and ill from the fighting front and started eastward into Siberia with a pitiful lack of food and shelter.

Conditions prevailing at Koulomzino, a station across the river from Omsk, probably are typical of those of other places along the Siberian railway as far east as Krasnoyarsk.

**Trainloads of Sick Men.**  
In this auxiliary freight yard at Koulomzino the associated Press correspondent saw trainloads of ill and wounded men wasted with dysentery, typhoid and typhus, lying on bare planks, floors under filthy overcoats or blankets, too weak to move.

There were men with wounds that had not been dressed for days and whose bodies were so shrunk from disease and lack of food that they resembled living skeletons or rather dried skeletons.

In some instances the dead had lain for days in the midst of the living and dying, who were so dazed by suffering as not to know or care. Among these refugees the inter-allied antityphus train in charge of Captain Conner of the American Red Cross and Miss Annie L. Williams of the Red Cross refugee section, endeavored to give temporary aid, owing to the evacuation of the Red Cross personnel on orders of Ambassador Louie D. S. Morris of Tokio.

Miss Williams had little aid in distribution of medical supplies and clothing furnished by the Red Cross. Upon arrival of a trainload of soldiers the occupants are transferred, car by car, to the bath train while a locomotive passes down the line pumping steam into the vacated cars to kill vermin.

Meantime the patients are given a steam bath and their clothing and effects sterilized. An emergency each is given a new suit of cotton underwear, furnished by the American Red Cross.

**Refugees Are Not Discouraged.**  
The refugees passing eastward in endless strings of trains are in better condition than the soldiers. Most of them are old men in a family

party with several babies and two bright girls of 7 or 8 years and who was now making her fifth enforced flight since the Germans occupied Vilna, her home town before the revolution.

Miss Margaret Matthews of the Red Cross refugee section has followed the trains eastward to Krasnoyarsk to give aid there, and Dr.

Manget, head of the Red Cross in western Siberia, is preparing to open a 2,000-bed hospital in Tomsk.

An example showing the lack of intelligent co-operation in the care of sick and wounded soldiers was shown in the fact that while hundreds of them were passing through Koulomzino a splendidly equipped Russian auxiliary train with bath car

and operating and dressing cars, lay unused in the Koulomzino yard, waiting to go to the front.

**Hot Tea Kills Baby.**  
LONDON, Oct. 11.—A three-year-old child at Tipton drank a cup of tea just poured out by its mother and had its throat scalded so badly that death resulted.

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### SERVICE TRUCK PARTS MANAGER VISITS TULSA

At the conclusion of his visit here, states Mr. M. L. Baldwin, who is at the head of the parts department of the Service Truck factory at Wabash, Ind., the Service Truck com-

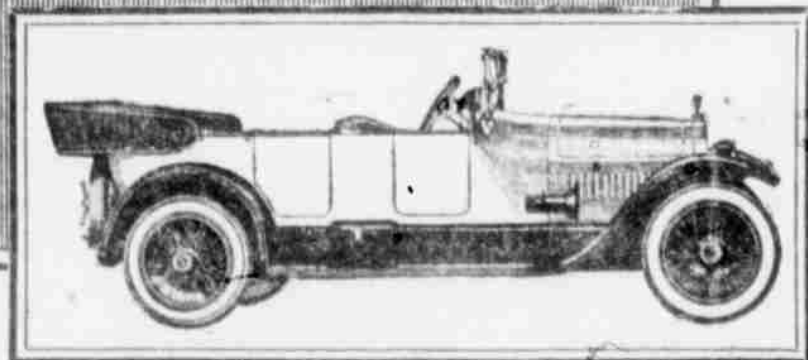


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